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LOCAL NOTICES.

For Lease.

The large and well known furniture warehouse and salesroom, No. 68 Sixth street, will be leased to an energetic furniture manufacturer on favorable terms for a long lease. Apply to SIMON JOHNSTON, corner Smithfield and Fourth avenue.

For Sale or Rent.

A new, double House, with over two acres of ground, at Homewood. Apply to R. D. THOMPSON, Commercial office. 17

That Two-Story Brick Dwelling

House in East Birmingham, on Carson street, between Eighteenth and Pape streets, having twenty feet front on Carson street, containing both 10 feet to Carson street, containing six rooms, Hall, &c., and finished throughout, will be sold on Monday, March 29, at two o'clock P. M., on the premises. 17

A Penny Saved is a Penny Earned.

Before you buy, and keep your Drugs, Patent Medicines, Perfumery and Toilet articles at Joseph Fleming's, 81, corner Market street and the Diamond. He has the largest and best assorted stock, and the cheapest stock ever brought to the city, and he is determined to dispose of them at prices that will satisfy the public.

Brooklyn Standard White Lead.

Brooklyn Standard White Lead.
The best in the market. Warranted under. Satisfaction guaranteed or money refunded. For sale by the manufacturers' agents, WM. Kennedy, Brother and dealers in Paints, Dry and Mixed Linseed Oil, Turpentine, Varnish and Brushes, at prices lower than the lowest. 17

FIRST EDITION.

AT 10½ O'CLOCK, M.

HARRISBURG.

Protecting Contingent Interest.

Petitions from Pittsburgh and Allegheny—Reports of Committees—Assessment of Railway Damages—Mr. Strang Becomes the Indignant and Vendetta His Wrath.

Special Dispatch to the Pittsburgh Press.
HARRISBURG, PA., March 29, 1869.

☞ SALE

The Senate meets for business.

HOUSE OF REPRESENTATIVES.

Petitions.

Mr. Wilson—From Tempperanceville, against the bill enlarging the boundaries of said borough; from Pittsburgh for a general plumbing license law; from the 4th Ward, Pittsburgh, for a law to prevent the sale of liquor on Sunday; from Allegheny, protesting against Mr. McKee's Sexy supplement. Mr. Strang introduced a bill protecting contingent interest, which authorizes the owner of contingent interest in property to convey the same descendant to require those members of administrators to make and execute to the Register's office, account of their trust, in one year after the time of granting administration. Passed finally.

Reports of Committees.

Among the reports of committees were a bill incorporating the Shale Hill and Sharpsburg Railroad Company; negatively; the Senate insane bill affirmatively, and enacting a new county to be called Petrolia negatively.

Railway Damages.

Mr. Wilson introduced a bill relating to the assessment of damages on the Pittsburgh and Connellsville Railroad, providing for viewers.

Mr. Fleeharty introduced a bill to incorporate the Monongahela Bridge company at Rossport to build the bridge will gas.

Mr. Strang on His High Horse.

Mr. Strang, of Erie, sent to the Clerk's desk and had read an article in the Philadelphia *Inquirer* criticising the proceedings in the House on Wednesday evening, in which Mr. Strang was severely criticised. The article closed in a sarcastic manner. This editor held a semi-respectable position, but his assertions were unsupported by facts. No members could be given to such facts. The charges amounted to a misrepresentation. The article was a direct and unwarranted attack upon the Legislature. He desired to put on record an absolute denial of the facts stated. No Republican had made any attempt to delay business. The Democratic Press, A newspaper refuse it makes an effort and assertions a charge should know the facts. The man who made the allegation of delay, knew it was not true, and was guilty of lying and was a deliberate lie. A great many representatives of the press were present when the article was made. It would encumber a bill providing that no man should publish a newspaper until he should have filed a certificate of twelve months residence that he is honest and of good reputation for veracity.

MANSFIELD, OHIO.

Anniversary of Richland County Bible Society—Democratic Nominations—Railroad Raid, &c., Swept Away.

Special Dispatch to the Commercial.
MANSFIELD, OHIO, March 29, 1869.

The forty-first anniversary of the Richland County Bible Society was held in the Lutheran Church, Thursday last night. The large church was densely crowded, and the Protestant societies in the city omitting their regular exercises for the purpose of attendance on the anniversary. Devotional exercises were conducted by Revs. M. F. Very and S. Hall. Reports of the Board of Managers were read and adopted. Interesting remarks were made by Revs. D. H. French, N. Hall, W. Pardee, and E. W. Smith; general harmony and prosperity characterize the society as to its pecuniary condition, and the work of distributing the Bible going forward with commendable activity. The following officers were selected for the ensuing year: Mr. Day, President; Rev. George Mitchell, Secretary; J. H. Reed, Depository; E. F. Vance, Treasurer; P. Bigelow, Auditor.

The Democrats nominated for city officers, on meeting, as follows: Mayor, Captain A. G. Cummings; Solicitor, Colonel Robert Cairns; Marshal, John McKinney; City Clerk, Abraham Litzler; City Civil Engineer, John Newman; City Solicitor, S. E. Jenner. The nomination for Mayor is a very fit candidate for the Democratic party.

The bridges at Mount Vernon and Brinkhaven, on the Sandusky, Mansfield and Newark Railroad lines, swept away by the high water, have not yet been repaired, and passengers have to be transferred at the points named. A New York office to-night reported that Loughlinsville unmarried last night.

Ohio Street at Loudon.

Special Dispatch to Pittsburgh Commercial.
LONDON, O., March 29, 1869.

Keaton, Gen. Pickensville, Ohio, Pittsburgh Express train passed up through this city, and no additional bounds passed up freight, quite a number of travelers passed down yesterday and last night, Captain Mason, formerly of Fayette, left for Cincinnati to-day. Good conditions prevailing. Weather warm and pleasant.

The City of New Castle.

Theodore Elliott delivered his lecture on "The Resources of Lawrence," in New Castle, Pa., on the evening following the first election of the officers of the new city. In introducing his subject, Mr. Elliott said:

LADIES AND GENTLEMEN—I am happy to stand once again before you for the third time in this city, and the fourth or fifth on the same subject in eight months. I appear before you to-night because in congratulating you on the prosperity of your city, I regard myself as discharging the first public business in connection with the city of New Castle. While I am not a citizen of your city, I regard it as my home. Such a regard, when it comes to be entertained by a citizen of this great State, is certainly not only intelligible, but a commendable virtue in the eyes of the government. Moreover, not possessing the privileges of a citizen, I am relieved from the imputation of the grossest bias, and this is the case of all others, the most difficult to be brought and kept free from. Therefore, gentlemen, from the hearts of the Honor, the Mayor, Councils and people, I bring you greetings and God speed you well.

Bismarck and Grant.

The London *Star* has the following from Paris: "M. de Bismarck has drunk the health of General Grant. The event is considered as very significant in political circles. The Prussian minister has given a toast in honor of the late Prussian government by Prince Light and Democratic America. M. de Bismarck not only drank the health of the new President, but commended on the past history of the country and the future progress of the United States. It is a time worth confirms the idea suggested by the mysterious passage in General Grant's inaugural address. It would be curious to know what he had in his mind when he spoke of the time was not far distant when the United States might possibly intervene in European affairs. Is it possible that he has already formed a future policy in regard to Russia, and quarrelsome Germany into the arms of friendship? Bismarck."

In the case of Fisk, the Union Pacific Railroad, Judge Barnard yesterday made an order vacating that of Judge Sanford, directing Fisk to appear in court. Counsel for Fisk then read several affidavits. Then C. Barnard be committed to Ludlow street jail as finding him guilty of contempt in failing to appear in court in obedience to the order of Judge Barnard, and in refusing to answer questions in opposition. When the Judge ordered that he had power to commit Fisk, Barnard was then examined and in explaining some of his transactions with Gould, Fisk said that Gould had given to understand that he was a great friend of Grant, and if he did not do as Gould wished he would be removed from office. Gould also said he was going to make the Central Branch and Union Pacific Railroad a great thing, and if he did not do as he wished he would be removed from office.

The Daily Commercial.

TUESDAY, MARCH 30, 1869.

The President has found that his time is monopolized by office-seekers to such an extent, that to give any attention to the more important concerns of the government he must adopt stricter measures to protect himself. The constant tax on his power of endurance, since the inauguration, has been greater than at any time during the war, and much of the time last week he was not in his usual health.

The reduction of the expenses of "running" the different departments of the government is rapidly going on. Secretary Borcwell took the lead by discharging whole brigades of clerks and subordinates, and other departments are also engaged in the work of retrenchment with a will. The application of this policy to every branch of the public service will save many millions, and reduce the expenses even lower than the greatest economizers have dared to hope.

City Councils held a regular monthly meeting yesterday and adopted some measures of considerable importance. In Common Council a very important act was presented and approved, relative to paving roads in the new districts, and a resolution adopted requesting its passage by the Legislature. The Select Council, however, did not concur, and further action was postponed. An ordinance was passed for the suppression of disorderly houses, which promises a radical reform of a very serious evil. We would refer the reader to the report of the proceedings, which will be found interesting to every citizen.

DEMORALIZED DIPLOMACY.

An exchange, commenting upon the views accredited to the President concerning the Alabama claims, employs the following language:

> "The objections which the President has raised to the [illegible] seem to be reduced to the case of a specific claim, without any general principle or character which can attribute national consequences."
>
> "These [illegible] will not continue to be limited on the [illegible] and will not remain [illegible] the [illegible] prosecution of [illegible] the war or for the [illegible] damages by fleet of cruisers. If such a [illegible] shall be made and insisted, it would [illegible] will [illegible] and [illegible] will [illegible] but not [illegible] and that will be [illegible]."

It is not probable that these views reflect the sentiments of any considerable portion of the American people, or of any organization worthy of notice. We merely allude to them to show wherein the great mistake of our Minister at the Court of St. James lies. Mr. Johnson set out with the conviction that the claims of our Government against England were to be measured in the manner of the merchant who piles his yard-stick to his damaged goods. In assuming this position he accepted the approval of the leading English journals, who were only too eager to admit that the losses easily computed in dollars and cents constituted the sole claims of the American people against Great Britain. Supposing, however, the positions of the respective Governments were reversed, is it at all probable that England would have pursued the negotiations from such a standpoint? What would the English press and the English people say of the delays and procrastination of the Secretary of the United States Navy that permitted a piratical vessel to sail from our ports, bent upon the destruction of British commerce? What line of argument would they adopt in replying to the lame excuses of the Secretary after the evil was accomplished, and the commerce driven from British bottoms? Or, how would they view the conduct of those who openly extended the hand of friendship and official hospitalities to those who built and manned the vessels thus waging war upon a power with which we were supposed to be friendly? They would answer that the delay of the Secretary of the Navy was wholly inexcusable. They would point to his dilatory dispatches, to the still more dilatory dispatches of the Secretary of State, and proceed to demonstrate that a deep and malignant hostility was at the bottom of their conduct. They would prove this by recounting the evidences of hospitality extended the wrong doers, and the gains secured to the American carrying trade. They would reply that the weight of these grievances could not be estimated in pounds, shillings and pence, and dollars, first and last, that the wrong to their national honor and the blood of those who died in consequence demanded some atonement. Was that in consonance with English history will they this?

Mr. Johnson has been an advocate of the code of honor. All his life he has asserted that no compensation could atone for a wrong inflicted upon a man's honor. His boasted adherence to the code would compel him to shoot down a man in cold blood for a mere trifle. But when it comes to a point which concerns the honor of the nation, either owing to feebleness or prejudice, perhaps both, he proceeds to compute the damage incurred through malice and jealousy in pounds shillings, and pence. This is what we term demoralized diplomacy.

We do not see any difficulty in the way of refusing the President's objections to the Treaty submitted to "specific demands." Neither do we see any reason why England "cannot entertain" them. Because the American people desire to come to a thorough understanding with the people of England in this business, it does not follow that we place ourselves in the position of "duffers" any more than it follows that once we are convinced we are undefended there is no use but one course to take, and that will be to retreat." Such sentiments are unworthy of true manhood, to say nothing of the fidelity and dignity which should characterize a citizen of the United States. It is this disposition to deny and ignore the popular sentiment upon this subject that threatens to interfere with the satisfactory settlement of the Alabama claims. So much is conceded, so much has been taken for granted, and so little explicitly declared, that the restoration of international harmony is further off to-day than when our demoralized diplomat first presented himself to Lord Clarendon.

ENGLISH ECONOMY.

The proposed reduction in the estimates for the English navy elicits considerable discussion in the navy. The reduction will close two of the six great national dockyards, Deptford and Woolwich, and throw out of employment four hundred shipwrights at the remaining four. The result will virtually deprive England of the services of two thousand shipwrights, the greater portion of whom will make their way to this country. The exponents of the measure term it economical only in name. They predict that the same skill which has built up the British navy will destroy it. They see in the future a turn of fortune which will place the English navy at the mercy of the United States. Then, they predict the English government will be eager to pay ten prices for that which they now discard.

There is some ground for this belief. The history of England furnishes abundant instances where previously similar economical attempts to introduce economy produced the result predicted by the opponents of the measure brought forward by the First Lord of the Admiralty. Seventy-five years ago the English people opposed violently every effort made by those who desired to increase the harbor defenses. Then it was assertedly asserted that England had her bulwarks in her yeomen. The mere closing of John Bull's fist, accompanied by a shake of his head, it was said, would be sufficient to deter any foreign power from attempting to invade the sanctity of the British soil. Suddenly a spark of war, in the shape of a cloud no larger than a man's hand, threw the Islanders into a paroxysm of alarm. Napoleon's success looked no good to Great Britain. From rigid, not to say ridiculous notions of economy, public sentiment wheeled around to the most extravagant demands for fresh outlay. Every town within ten miles of the coast demanded protection. The English yeoman, bent on defending his firside, assumed the appearance of a walking arsenal. The congenial pastimes of single stick and quoit pitching gave way to semi-weekly, and not unfrequently daily drills. The only custom not interfered with seriously was that of ale drinking. If any reliance can be placed in the history of those days, the consumption of beef and ale was enormous, equal, in a pecuniary point of view, to the entire outlay incurred in preparing the Island for the attack which, it is needless to say, was never seriously contemplated.

Later still, in 1848 and 1849, a similar revulsion of public opinion compelled the Government to expend millions upon millions in heaping up military stores and ordinance, which have since been pronounced inferior to American ordinance. With the memory of these experiences, it is not much wonder that the opponents of the retrenchment looked upon by the new Ministry declare that the measure proposed is suicidal and the reverse of economical. England's power has been, for years, in her fleets and her dockyards. Anything which interferes with these, touches her in a vital place. If England with the most efficient navy in the world is averse to engaging in war, and solicitous for the maintenance of peace, what will she be when shorn of her greatest strength? Clearly the economy that interferes with the growth or prosperity of the navy must be regarded as a preliminary step to the patience which accompanies humility. Clip the wings of England's commerce, and it is not unlikely that ere long the power which is now merely averse to war, will refuse to fight, no matter what happens.

It is wonderful the amount of enthusiasm that is aroused by a mere piece of bunting. Men of mature years, statesmen, philosophers, scholars and students have suffered and died following a flag. When questioned closely, these enthusiasts will tell you it is principle; and not a mere matter of silk or cotton that leads them to do and dare. So Jones Bull used to argue that it was a great pleasure to expend more than he realized out of the government of Canada. It was the principle of the thing, "you know." Now Jones is less eager to sustain the principles of the past. The *Times* in a late article, commenting on a North American confederation, employs the following remarkable language:

> "It is no exaggeration to say that the existence of the Dominion of Canada depends entirely upon a good understanding between England and the United States. Though connected by the most tangible commercial ties, the Confederation is in the last resort dependent upon the British Empire for its existence. If the sons of the people should transfer their allegiance to the United States, they would carry with them the greater part of the property. Beyond all necessity of self-defence, the Dominion has no reason for existing."

Here we have a remarkable change in the respective positions of England and the United States. It is not long since Jones Bull would have expended millions merely to sustain the national honor supposed to be affected by a change in the ownership or allegiance of Canada, whether the people of Canada desired it or not. Now, no matter how much England might desire it, she could not prevent the United States from taking forcible possession. But just when we have assured ourselves of this fact, the people of the United States are not particularly anxious to display their power in that way. We presume both parties are alike influenced in their decision by "principle."

Protecting Emigrants.

We hope the investigation into the management of the *Inman* ship *James Foster, Jr.*, will result in something more than a mere flash of sympathy. Measures should be taken immediately to prevent such cruelties in future. If the Emigration Societies will perform their plain duty on the premises, they will petition Congress to pass a law empowering them to subject all sailing vessels entering or departing from our ports to the severest scrutiny. We have read the testimony of the witnesses in the case of the *James Foster, Jr.*, carefully, but we have failed to observe even the most remote allusion to the very worst feature which the affair in characterizes the ruffians who command the passenger vessels. We allude to the persecutions and brutality so often visited upon helpless women, who are placed at the mercy of men who recognize no law but that of their own passions. The poor people who are induced to emigrate to our shores are wholly unprotected from the assaults of the vilest creatures who ever disgraced the name of manhood. The agents of the Steamships of passengers for redress for the grievances inflicted upon them upon the passage have hitherto received little or no attention. This shameful state of affairs should not be permitted to continue. Let Congress pass a law which will prevent any vessel from carrying passengers under a certain amount, sufficient to justify the presence of an officer whose duty it shall be to protect the passengers from violence and outrage. By pursuing this course we will prevent the recurrence of such atrocities as those recorded on the *James Foster*.

Mexican Anarchy.

The condition of affairs in Mexico is indeed desperate. Juarez has been opposed in every effort to relieve the necessities of the laboring classes by furnishing them employment in constructing railroads and other public works. The conciliatory policy devised by the advocates of internal improvements. The most important of all the improvements, that of the Mexican Railroad, has received no encouragement from the Congress. The English shareholders consequently refuse to advance any more money, and all work has ceased. None of the factories throughout the country have been in operation since Juarez came into power. Commerce is virtually dead, the principal stores are closed, and poverty and suffering, starvation, are everywhere apparent. Bad as the condition of affairs under Juarez's rule undoubtedly is, it is not probable that the success of the faction under the lead of Vargas, Negrete and Valdez would restore order to the country. The followers of the revolutionary chiefs are professional robbers, thieves who have made their living by infesting the hamlets and villages, and imposing a tax on all the business men in the towns over which they have exercised their power for years. In the administration of public affairs, thieving is so common as to attract no notice. No wonder the Government is unable to borrow money, when dishonesty pervades every department. It is asserted that the Government has not made a single payment on the entire step since the republic was re-established. In all probability the movement headed by Negrete is destined to plunge the nation in another revolution such as has made Mexican affairs a byword for the past forty years.

> As an evidence that nothing is lost by a discussion of our relative position with foreign powers, we quote the following from the London *News*. The *News* has evidently come to the case American affairs in a truthful spirit, and is evidently animated by a desire to do justice to our institutions. Discussing the question of negro suffrage, the *News* says:
>
> "American action in enforcing by bayonets. They will probably have obviated the necessity contained in the Constitution of the United States for its own good. Such a measure would be a violation of the principles of the Constitution, and would be a violation of the principles of the Constitution, and would be a violation of the principles of the Constitution, and

JAS. T. BRADY & CO.

(Successors to S. JONES & CO.,)

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New National Life Insurance Co.

OF THE UNITED STATES.

Full information given at our office.

FINANCE AND TRADE.

MONDAY EVENING, March 29, 1869.

Our local money market is working about the same as it did during the closing days of last week. It has been generally anticipated that we would experience a tight money condition in the bank market during the next three months. It may not culminate in one of those severe pinches, when the accounts for money appear seized against borrowers, but there may be a sufficiently tight screw applied steadily enough to produce some inconvenience as well as great complaints.

—The bill for a radical revision of the currency to meet the increasing wants of the South and West is hardly likely to receive favorable consideration during the present session of Congress, even if the all-powerful influence of the National Banks in the Eastern and Middle States was not thrown against it. The diminished quantity of greenbacks in Northern financial centers is due in a great measure to the increasing demands of the South. A Chicago journal says that "during the winter a large amount of currency was sent to the Southern States to move the cotton crop, very little of which has come back and much of which will not come back. The people of the South have not yet had opportunity each to the next eighteen months. Their increase of capital for the past year has been small, and all the surplus will be gathered into their own more extending capital in the shape of greenbacks, and it may be safely estimated that a month hence the paper money circulation is permanently lessened three times more than it was a month ago. Then the new wealth of the South would be made one of the means of again bringing gold and silver into circulation. Secretary Boutwell left the New Orleans and Mobile papers were during the planting for gold and silver in cotton, and there was considerable complaint because the law was supposed to regard only contracts made in gold. Some merchants of New Orleans held meetings for the purpose of encouraging the introduction of the coin, and a petition was prepared to ask the law. Their action, however, seems to have resulted in little more than a demand that their contracts are legal. They are like the Chicago Chamber of Commerce and the Merchants' Exchange of Philadelphia—they wanted it until they found they could get it, and then they did not want it as badly as they thought they did.

—Government bonds were a shade weaker to-day than on Saturday. Yet, considering the confidence of the money market, prices are wonderfully well sustained. Jay Cooke & Co., in their letter under date of Saturday, received by Messrs. McVay & Co., say that "Governments have been dull but steady all Thursday's prices, except in currency sixes, which have been in demand and sold up to 104½. Money has been quite active; one-eighth per cent. was paid for "turning" stocks until Monday. Seven per cent. gold was paid upon many loans in the morning, but the close to-day was easy at seven per cent., currency.

"Gold opened at 131½, sold down to 130¾, and closed at 131. The currency demand from the interior continues, but the Bank statement this afternoon showed a decrease of $2,000,000 in the average resources than we expected after the large shipments of the week.

Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

	Morn. Sess.	Closing.
6's, 1881, coupon	113½	113½
6's, 1881, registered	113	113
5's, 10-40, coupon	107½	107½
5's, 10-40, registered	107	107
6's, 5-20, 1862, coupon	113½	113½
6's, 5-20, 1862, registered	113	113
6's, 5-20, 1864, coupon	113½	113½
6's, 5-20, 1864, registered	113	113
6's, 5-20, 1865, coupon	113½	113½
6's, 5-20, 1865, registered	113	113
6's, 5-20, 1865, new, coupon	113½	113½
6's, 5-20, 1865, new, registered	113	113
6's, 5-20, 1867, coupon	113½	113½
6's, 5-20, 1867, registered	113	113
6's, 5-20, 1868, coupon	113½	113½
6's, 5-20, 1868, registered	113	113
6's, currency	104½	104½

—The following table, made up from dispatches received at J. W. Emmedy's Stock Rooms, Aguilo Building, No. 89 Fourth avenue, shows the prices of Railway stocks, Gold, etc., at the various sessions of the New York Boards during the past week:

	March 24 (Wed.)		March 25 (Thurs.)		March 26 (Fri.)		March 27 (Sat.)		March 29 (Mon.)	
	10 A. M.	1 P. M.	10 A. M.	1 P. M.	10 A. M.	1 P. M.	10 A. M.	1 P. M.	10 A. M.	1 P. M.
N. Y. Central	190	190	190	190	190	190	190	190	190	190
Hudson River	158	158	158	158	158	158	158	158	158	158
Reading	97	97	97	97	97	97	97	97	97	97
Mich. Cent.	130	130	130	130	130	130	130	130	130	130
Mich. South.	90	90	90	90	90	90	90	90	90	90
Illinois Cent.	142	142	142	142	142	142	142	142	142	142
Cleve. & Pitts.	90	90	90	90	90	90	90	90	90	90
Fort Wayne	93	93	93	93	93	93	93	93	93	93
Chicago & North.	84	84	84	84	84	84	84	84	84	84
Ohio & Miss.	34	34	34	34	34	34	34	34	34	34
Cleve. and Toledo	103	103	103	103	103	103	103	103	103	103
Rock Island	103	103	103	103	103	103	103	103	103	103
Pitt. and Wheeling	56	56	56	56	56	56	56	56	56	56
Pref. stock	79	79	79	79	79	79	79	79	79	79
Chicago and Alton	139	139	139	139	139	139	139	139	139	139
Pref. stock	75	75	75	75	75	75	75	75	75	75
Pref. stock	79	79	79	79	79	79	79	79	79	79
Cleveland & Pitts.	90	90	90	90	90	90	90	90	90	90
Pref. stock	79	79	79	79	79	79	79	79	79	79
Cleveland & Mahon.	50	50	50	50	50	50	50	50	50	50
Pref. stock	79	79	79	79	79	79	79	79	79	79
Pittsburgh	90	90	90	90	90	90	90	90	90	90
Canton Co.	50	50	50	50	50	50	50	50	50	50
Adams Express	60	60	60	60	60	60	60	60	60	60
American Express	60	60	60	60	60	60	60	60	60	60
United States	60	60	60	60	60	60	60	60	60	60
Wells, Fargo & Co.	30	30	30	30	30	30	30	30	30	30
Gold	131	131	131	131	131	131	131	131	131	131

A comparison between Saturday's and today's closing quotations shows the following changes:

	Sat.	Mon.	Adv.	Dec.
N. Y. Central	190	190		
Hudson River	158	158		
Reading	97	97		
Mich. Cent.	130	130		
Mich. South.	90	90		
Illinois Central	142	142		
Cleve. & Pitts.	90	90		
Fort Wayne	93	93		
Chicago & North.	84	84		
Ohio & Miss.	34	34		
Cleve. and Toledo	103	103		
Rock Island	103	103		
Pitt. and Wheeling	56	56		
Pref. stock	79	79		
Chicago and Alton	139	139		
Pref. stock	75	75		
Pref. stock	79	79		
Cleveland & Pitts.	90	90		
Pref. stock	79	79		
Cleveland & Mahon.	50	50		
Pref. stock	79	79		
Pittsburgh	90	90		
Canton Co.	50	50		
Adams Express	60	60		
American Express	60	60		
United States	60	60		
Wells, Fargo & Co.	30	30		
Gold	131	131		

—We have before us four important railway reports for the past year, every one of which affords a most encouraging illustration of the increasing value and importance proprietary of all the well managed properties of the American railway system. The increase comes not alone from the constantly developing new resources of traffic, but from experience, as well. In the powerful direction and economical administration of the business of these roads. 1. The Pennsylvania Railroad earned, in gross, $17,336,297, an increase of $787,- for over 1867. The resulting profits to the stockholders were, 11 p er ct. dividends and taxes thereon, and $781,- 171 carried over to surplus account, or, with the Fort Wayne road earned $21,280,000 main line, an increase of $780,0 over 1867. The net revenues, including profits from sales of small branch lines, paid in cash, in dividends to the stockholders, contributed $1,127,080 to the sinking fund, and carries over $781,520 equal to 0.84 p cent. on the Capital to surplus income. 2. The Chicago and Alton Company earned $3,566,042, an increase of $615,,78 over the previous year. The expenses were reduced from 61.3 to 56.9 per cent. The net profits, either to pay interest on bonds, were 19 p cent. of the par value of the shares, or $1,- 000,000 carried to new construction. The Illinois Central, exclusive of its Land Office operations, earned $7,529,,26, an increase of $2,37 as against $5,20 o cent. in 1867, including the Land Office receipts. There were $,000, in dividends to the stockholders, and $2,- 000 to the reduction of the funded debt, and $237,000 added to surplus income, the whole amount of which carried over is $2,802,- 000. Of the 10 p cent. of dividends, 6 were in cash, (extra dividend,) was in new stock, fell paid, $1,61,,000 out of the previous surplus. 4. The Rock Island Company, with $7,529,,26—nearly equal to the whole interest on the State debt—earned $2,- 000 net, after paying for the main track, and $27,,16 to new masonry, bridges station property and equipment. The company now stands with $5,,000 in funded debt, $1,,000 land notes, not due or collected, $6,,000, and lands unsold, 425,,000 acres.

—James W. Kennedy, Broker, No. 89 Fourth avenue, (Aguilo Building,) dealer in United States Bonds, State and Municipal Securities, Railroad, Bank, Insurance and Miscellaneous Stocks, being represented in the New York Stock Boards every day while in session, for purchases and sales on commission any stocks on the regular lists, and also purchases at the New York brokers, Governments, Gold and Railway Bonds purchased for customers on the usual margin.

Sugar and Coffee.

A Santiago, Cuba, letter of the 6th inst. states that the situation here has decidedly improved, and sugar grinding has become general. The change in coffee operations is also active daily, and I am informed by intelligent people that the damage done by the insurgents in this district, though large, has been greatly exaggerated. The crop will be up to the ordinary yield of negroes, and as the best coffee plantations have been taken, this year, at the same time as the sugar estates, the quality will be one of sugar in London and New York, and if they can realize this drug at the prices they are now asking, they will make big money. Some twenty-five estates are already grinding, and from what my informant says, the region is accessible in two days. Deliveries are slow. Planters are fifty dollars for good refining, and forty dollars for coffee, but dollars are scarce. American specimens are very scarce especially last, owing to the extreme scarcity of money. Some parcels of sugar have changed hands at $27 per box.

PRODUCE AND GENERAL MARKETS

OFFICE OF THE PITTSBURGH COMMERCIAL, Monday Evening, March 29, 1869.

Trade was fair to-day in most branches of business, but prices continue as last quoted.

We quote as follows, which are the wholesale store prices unless otherwise noted:

APPLES—We quote good to choice at $4 25@5 per bbl. and extra at $6 50 @ 7 00.

ASHES—Pearls—Market dull at $6 50@7 25 for common to prime.

BEANS—The demand is moderate, with a better supply, and sales at from the city p b.

BUTTER—Demand good and receipts only moderate. Sales at 35c in store.

CANDLES—Market dull at $1 00 for extra No. 1 and $1 50 @ 2 00 No. 2.

CHEESE—Sales, 400—Trade active and prices firm. We quote sugar cured home, 16 @16c; sugar cured shoulders, 13c; sugar cured dried beef, 20c; smoked chese 16 @16c; Monroe, 16c; Goshen, 16 @16c; hard to 15c; hard to keep, 25@2c.

CRANBERRIES—Unchanged in terms $6 00, and in barrels $10@ 10 for common to good, and $15 for choice.

DRIED FRUIT—We quote peaches at 10@12c for quarters, 16@18c for halves, 25@26c for halves. Apples are firm at 10@12c, as to quality.

FEATHERS—Sales and very firm. We quote New York Geese at 75@75c; New York Dairy at 65@70c; Western Factory at 60@ 65c.

GRAIN—Prices ranged as follows: Corn at $1 00 for shelled, and $1 00 for ear. Oats, 60@ 65c, as to quality.

HAY—Timothy pressed is quoted at $22@24 p ton, and loose at $20@22.

HOPS—By the car load sales were made at $1 30 @ 1 35 p lb.

POTATOES—Market dull, with sales of Peachblows at Seville p bush.

RAGS—The market is unchanged at from $3 to $3 50 p cwt. for country; familiar in good demand at $3 75@4 75, as to quality. Rockwood at $3 00@3 50.

RICE—Sells at 9½ @9¾ p lb.

SEEDS—Flax—Is in active demand for flour, but prices are irregular and to a great extent nominal. Timothy—Is in good demand and scarce. We quote good spring, harvest, $3 50@3 60; choice spring, $3 75@3 80, and choice fall, $3 75@3 80. Clover—Is in fair demand at $6 00@6 25, as to quality.

SUGAR—Sales of 1,000 bbls. at 12½@13c for refined; 11½@12c for crushed; 11½@12c for powdered; 11½@12c for granulated; 11@11½c for coffee A; 10½@11c for extra C; 10@10½c for C; 9½@10c for yellow C; 9@9½c for dark yellow C.

SYRUP—Sales of 100 bbls. at 60@65c p gal.

TALLOW—Sales of 10,000 lbs. at 9½@9¾c p lb.

WHISKEY—Is quiet at $2 25@2 26 p gal. for wood and iron bound.

WOOL—Is in good demand and prices are unchanged. New Orleans $1 30.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, Tuesday, March 30, 1869.

Business yesterday was pretty much at a stand still, so far as relates to oil, buyers being confined to hold off, whilst sellers were not disposed to force trade. The result was a quiet market with light sales. The unfavorable condition of the weather produced a depressing effect on trade. Eastern dispatches furnish the following:

Philadelphia—Market very weak; prime light straw to white 29@, standard white 30@; prime straw 28@29c.

New York—Refined—receipts 2,076 bbls; market very dull with a tendency downward; prime 29@29½c; standard white 30@30½c; standard white 30@ crude 26@27c.

Boston—Refined—unchanged; nothing doing; no buyers; holders asking 31 @32c.

CRUDE OIL—We have a small sale to transmit. Buyers are not disposed to operate, considering, spot oil is held at 18 for small parcels; the sale reported was 1,000 bbls till July, seller's option, 20c.

REFINED OIL—The market was devoid of activity, and prices are nominal at 30@31c for July; 29@30c for April to September, 28@29c April to December, 27@28c April to January, 1870, and 26@27c for 1871. Sales of 500 bbls April, seller's option, 29c.

Oil Receipts per River and Rail.

29 M Lucy & Co.	70
Baker Jos.	40
Gordon & Stevenson	100
Hamilton & Co.	100
Rawlinson	40
Total	350

Oil Shipped East from Duquesne Depot.

29 M Lucy & Co. on this day to 87 New York and Brooklyn Paraffine Oil Co.

A Rawlinson on this day to Wm Lincoln & Co. Boston. Total shipments Tar. ..... 140 bbls

With the exception of two large sales and a little offering of other grades, none the less firm. Standard Member at private north of Petroleum Center, there was very little done on the street, and but few sales reported, and those at prices that have transpired for some days past, holders generally asking an advance. Thirty bbls at 10 cents was the only basis witnessed at with Tuesday. The inquiry was unusually light, and the situation was affected by the fact that the Legislature was in session, and the impression prevailed that no further legislation would be had during the present session of the Legislature. Some parties have been anxious to sell at a small concession, but the general feeling was that the market would be firmer after the adjournment. The Erie in January, 1868, made a contract with the Michigan Southern and Lake Shore Company to build a road from Akron to Toledo, and the latter to build a road from Akron to Cleveland. The Erie company has completed its road, but nothing has yet been done by the Lake Shore company to build their road, but nothing has yet been done to carry it into effect.

STERLING

Duff at 10½@10¾c for choice bbls, and 10¾@10¾c for tight and choice tierces.

GOLD

Flower, opened at 131, and closed at 131, 131¼, 131½, 131¾, 131¾, 131¾

The Daily Commercial.

CITY MATTERS.

PITTSBURGH COUNCILS.

Regular Meeting—The Street Car Railways—Report of the Market Committee—Paving in Two Districts.

A regular monthly meeting of the Select and Common Councils of Pittsburgh was held in their respective chambers, City Building, at 7½ P. M., on Monday evening, March 29.

SELECT COUNCIL.

JAMES McAULEY - - - - - President.
E. S. MORROW - - - - - - - - Clerk.

Council came to order at a quarter past two o'clock and the CLERK called the roll, the following members responding to their names: Messrs. Ahl, Armstrong, Brown, Burgwin, Coffin, Craig, Dilworth, Ellenbogger, Ferguson, Hamilton, Hartman, Herron, Holmes, Jones, Kennedy, Kerr, Lambert, Lamb, Lloyd, Marshall, Morrow, McAuley, McCandless, McCreery, Phillips, Quaw, Ruffner, Scott, Shaffer, Shinn, Stevenson, Thompson, Wagner, Wainwright, Watson and Zeus.

On motion of Mr. PHILLIPS Mr. SHIPTON was excused from the business meeting now in progress.

PETITIONS, REMONSTRANCES, &c.

Mr. SHIPTON presented a petition from Messrs. Hastings & Co., and others, praying that the alley in the rear of their property, fronting on Liberty street, may be paved. Referred to the Committee on Paving.

Mr. KERR presented a petition from the Members of the Reform Hook and Ladder Company of the Fourth Ward, asking Councils to consider the matter of an Engine House for said company.

Referred to the Committee on Fire Engines and Hose.

ONE STREET.

Also, a petition from citizens residing on 42d street, Sixth ward, for the grading and paving of said street.

Referred to the Street Committee.

ST. PATRICK ALLEY.

Also, a remonstrance from citizens residing on St. Patrick alley, between Montgomery and Marion streets, Sixth ward, against the paving of said alley.

Referred to the Street Committee.

Also, a remonstrance against the erection of a Market House on the lot at the corner of Hartley & Co., glass manufacturers, on Penn street, Sixth ward.

Mr. McCREERY moved to refer the remonstrance to the Street Committee, with instructions to report.

Mr. RAFFERTY moved to amend by instructing the Street Commissioner to stop the work at once.

The amendment was not seconded, and Mr. McCREERY's motion was agreed to.

ADJOURNMENT OF STREET SEWER.

Also, a petition relative to the assessment on the Allegheny and Pittsburgh Railroad Company against the portion of the sewer and drain now in process of construction.

Mr. MORROW moved to refer the petition to the Committee on Appeals from City Assessments, which was carried.

Mr. McCANDLESS moved to refer the petition of the Pittsburgh and Allegheny Railroad Company to the Committee on Appeals from City Assessments, which was carried.

Mr. McCANDLESS also presented the following petitions, which were severally referred to the Committee on Streets and Bridges:

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Thirty-first to Thirty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Thirty-third to Thirty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Thirty-fifth to Thirty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Thirty-seventh to Thirty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Thirty-ninth to Fortieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fortieth to Forty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-first to Forty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-second to Forty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-third to Forty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-fourth to Forty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-fifth to Forty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-sixth to Forty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-seventh to Forty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-eighth to Forty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Forty-ninth to Fiftieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fiftieth to Fifty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-first to Fifty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-second to Fifty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-third to Fifty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-fourth to Fifty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-fifth to Fifty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-sixth to Fifty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-seventh to Fifty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-eighth to Fifty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Fifty-ninth to Sixtieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixtieth to Sixty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-first to Sixty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-second to Sixty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-third to Sixty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-fourth to Sixty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-fifth to Sixty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-sixth to Sixty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-seventh to Sixty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-eighth to Sixty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Sixty-ninth to Seventieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventieth to Seventy-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-first to Seventy-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-second to Seventy-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-third to Seventy-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-fourth to Seventy-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-fifth to Seventy-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-sixth to Seventy-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-seventh to Seventy-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-eighth to Seventy-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Seventy-ninth to Eightieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eightieth to Eighty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-first to Eighty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-second to Eighty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-third to Eighty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-fourth to Eighty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-fifth to Eighty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-sixth to Eighty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-seventh to Eighty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-eighth to Eighty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Eighty-ninth to Ninetieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninetieth to Ninety-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-first to Ninety-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-second to Ninety-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-third to Ninety-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-fourth to Ninety-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-fifth to Ninety-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-sixth to Ninety-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-seventh to Ninety-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-eighth to Ninety-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Ninety-ninth to One Hundredth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundredth to One Hundred and First street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and First to One Hundred and Second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Second to One Hundred and Third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Third to One Hundred and Fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fourth to One Hundred and Fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifth to One Hundred and Sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixth to One Hundred and Seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventh to One Hundred and Eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighth to One Hundred and Ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninth to One Hundred and Tenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Tenth to One Hundred and Eleventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eleventh to One Hundred and Twelfth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twelfth to One Hundred and Thirteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirteenth to One Hundred and Fourteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fourteenth to One Hundred and Fifteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifteenth to One Hundred and Sixteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixteenth to One Hundred and Seventeenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventeenth to One Hundred and Eighteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighteenth to One Hundred and Nineteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Nineteenth to One Hundred and Twentieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twentieth to One Hundred and Twenty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-first to One Hundred and Twenty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-second to One Hundred and Twenty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-third to One Hundred and Twenty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-fourth to One Hundred and Twenty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-fifth to One Hundred and Twenty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-sixth to One Hundred and Twenty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-seventh to One Hundred and Twenty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-eighth to One Hundred and Twenty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Twenty-ninth to One Hundred and Thirtieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirtieth to One Hundred and Thirty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-first to One Hundred and Thirty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-second to One Hundred and Thirty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-third to One Hundred and Thirty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-fourth to One Hundred and Thirty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-fifth to One Hundred and Thirty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-sixth to One Hundred and Thirty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-seventh to One Hundred and Thirty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-eighth to One Hundred and Thirty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Thirty-ninth to One Hundred and Fortieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fortieth to One Hundred and Forty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-first to One Hundred and Forty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-second to One Hundred and Forty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-third to One Hundred and Forty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-fourth to One Hundred and Forty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-fifth to One Hundred and Forty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-sixth to One Hundred and Forty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-seventh to One Hundred and Forty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-eighth to One Hundred and Forty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Forty-ninth to One Hundred and Fiftieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fiftieth to One Hundred and Fifty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-first to One Hundred and Fifty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-second to One Hundred and Fifty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-third to One Hundred and Fifty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-fourth to One Hundred and Fifty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-fifth to One Hundred and Fifty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-sixth to One Hundred and Fifty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-seventh to One Hundred and Fifty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-eighth to One Hundred and Fifty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Fifty-ninth to One Hundred and Sixtieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixtieth to One Hundred and Sixty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-first to One Hundred and Sixty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-second to One Hundred and Sixty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-third to One Hundred and Sixty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-fourth to One Hundred and Sixty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-fifth to One Hundred and Sixty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-sixth to One Hundred and Sixty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-seventh to One Hundred and Sixty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-eighth to One Hundred and Sixty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Sixty-ninth to One Hundred and Seventieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventieth to One Hundred and Seventy-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-first to One Hundred and Seventy-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-second to One Hundred and Seventy-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-third to One Hundred and Seventy-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-fourth to One Hundred and Seventy-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-fifth to One Hundred and Seventy-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-sixth to One Hundred and Seventy-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-seventh to One Hundred and Seventy-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-eighth to One Hundred and Seventy-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Seventy-ninth to One Hundred and Eightieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eightieth to One Hundred and Eighty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-first to One Hundred and Eighty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-second to One Hundred and Eighty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-third to One Hundred and Eighty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-fourth to One Hundred and Eighty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-fifth to One Hundred and Eighty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-sixth to One Hundred and Eighty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-seventh to One Hundred and Eighty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-eighth to One Hundred and Eighty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Eighty-ninth to One Hundred and Ninetieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninetieth to One Hundred and Ninety-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-first to One Hundred and Ninety-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-second to One Hundred and Ninety-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-third to One Hundred and Ninety-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-fourth to One Hundred and Ninety-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-fifth to One Hundred and Ninety-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-sixth to One Hundred and Ninety-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-seventh to One Hundred and Ninety-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-eighth to One Hundred and Ninety-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from One Hundred and Ninety-ninth to Two Hundredth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundredth to Two Hundred and First street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and First to Two Hundred and Second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Second to Two Hundred and Third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Third to Two Hundred and Fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fourth to Two Hundred and Fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifth to Two Hundred and Sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixth to Two Hundred and Seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventh to Two Hundred and Eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighth to Two Hundred and Ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninth to Two Hundred and Tenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Tenth to Two Hundred and Eleventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eleventh to Two Hundred and Twelfth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twelfth to Two Hundred and Thirteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirteenth to Two Hundred and Fourteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fourteenth to Two Hundred and Fifteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifteenth to Two Hundred and Sixteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixteenth to Two Hundred and Seventeenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventeenth to Two Hundred and Eighteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighteenth to Two Hundred and Nineteenth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Nineteenth to Two Hundred and Twentieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twentieth to Two Hundred and Twenty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-first to Two Hundred and Twenty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-second to Two Hundred and Twenty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-third to Two Hundred and Twenty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-fourth to Two Hundred and Twenty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-fifth to Two Hundred and Twenty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-sixth to Two Hundred and Twenty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-seventh to Two Hundred and Twenty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-eighth to Two Hundred and Twenty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Twenty-ninth to Two Hundred and Thirtieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirtieth to Two Hundred and Thirty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-first to Two Hundred and Thirty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-second to Two Hundred and Thirty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-third to Two Hundred and Thirty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-fourth to Two Hundred and Thirty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-fifth to Two Hundred and Thirty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-sixth to Two Hundred and Thirty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-seventh to Two Hundred and Thirty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-eighth to Two Hundred and Thirty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Thirty-ninth to Two Hundred and Fortieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fortieth to Two Hundred and Forty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-first to Two Hundred and Forty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-second to Two Hundred and Forty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-third to Two Hundred and Forty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-fourth to Two Hundred and Forty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-fifth to Two Hundred and Forty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-sixth to Two Hundred and Forty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-seventh to Two Hundred and Forty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-eighth to Two Hundred and Forty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Forty-ninth to Two Hundred and Fiftieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fiftieth to Two Hundred and Fifty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-first to Two Hundred and Fifty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-second to Two Hundred and Fifty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-third to Two Hundred and Fifty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-fourth to Two Hundred and Fifty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-fifth to Two Hundred and Fifty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-sixth to Two Hundred and Fifty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-seventh to Two Hundred and Fifty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-eighth to Two Hundred and Fifty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Fifty-ninth to Two Hundred and Sixtieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixtieth to Two Hundred and Sixty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-first to Two Hundred and Sixty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-second to Two Hundred and Sixty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-third to Two Hundred and Sixty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-fourth to Two Hundred and Sixty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-fifth to Two Hundred and Sixty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-sixth to Two Hundred and Sixty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-seventh to Two Hundred and Sixty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-eighth to Two Hundred and Sixty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Sixty-ninth to Two Hundred and Seventieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventieth to Two Hundred and Seventy-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-first to Two Hundred and Seventy-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-second to Two Hundred and Seventy-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-third to Two Hundred and Seventy-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-fourth to Two Hundred and Seventy-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-fifth to Two Hundred and Seventy-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-sixth to Two Hundred and Seventy-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-seventh to Two Hundred and Seventy-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-eighth to Two Hundred and Seventy-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Seventy-ninth to Two Hundred and Eightieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eightieth to Two Hundred and Eighty-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-first to Two Hundred and Eighty-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-second to Two Hundred and Eighty-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-third to Two Hundred and Eighty-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-fourth to Two Hundred and Eighty-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-fifth to Two Hundred and Eighty-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-sixth to Two Hundred and Eighty-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-seventh to Two Hundred and Eighty-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-eighth to Two Hundred and Eighty-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Eighty-ninth to Two Hundred and Ninetieth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninetieth to Two Hundred and Ninety-first street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-first to Two Hundred and Ninety-second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-second to Two Hundred and Ninety-third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-third to Two Hundred and Ninety-fourth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-fourth to Two Hundred and Ninety-fifth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-fifth to Two Hundred and Ninety-sixth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-sixth to Two Hundred and Ninety-seventh street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-seventh to Two Hundred and Ninety-eighth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-eighth to Two Hundred and Ninety-ninth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Two Hundred and Ninety-ninth to Three Hundredth street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Three Hundredth to Three Hundred and First street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Three Hundred and First to Three Hundred and Second street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Three Hundred and Second to Three Hundred and Third street.

Petition of Robert Hamilton and others, for the repairing of Liberty street, from Three Hundred and Third to Three Hundred and Fourth street.

Petition of